

# Records and Papers

## The Westerly Historical Society



Westerly, Rhode Island  
1915 - 1916

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# Four Papers

DELIVERED BEFORE THE  
**Westerly Historical Society**  
of Westerly, Rhode Island

DURING THE YEARS 1915, 1916, AND A LIST OF  
THE MEMBERS



WESTERLY, R. I.:  
THE UTTER COMPANY, PRINTERS  
1916

By Transfer  
JAN 13 1919

# Westerly Historical Society

PRESIDENT—Ethan Wilcox

VICE-PRESIDENTS—Everett E. Whipple, Mrs. Edward M. Burk

RECORDING SECRETARY—Mrs. Jessie Hiscox Woodmansee

CORRESPONDING SECRETARY—Miss Lillian Thomas

TREASURER—Miss Gertrude E. Foster

## STANDING COMMITTEES

### EXECUTIVE COMMITTEE

The Officers: Rev. Joseph L. Peacock Albert E. Barber

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Hon. Elisha C. Stillman Miss Grace D. Wheeler  
Mrs. Frederick C. Buffum

### MEMBERSHIP COMMITTEE

Rev. Samuel M. Cathcart Harvey Perry  
N. Henry Lanphear Mrs. Everett E. Whipple  
Mrs. Charles H. Stanton

## Papers Read Before the Westerly Historical Society

"Rise and Progress of Friends in Westerly and Vicinity," Mrs. E. B. Foster, May 13, 1915.

"Old Time Lotteryville," Mrs. James O. Babcock, November 11, 1915.

"New London and Providence Turnpike," N. Henry Lanphear, December 9, 1915.

"Library Development in Westerly," Ethan Wilcox, January 13, 1916.

"The Watch Hill Road," Albert P. Pendleton, February 10, 1916.

"Early Postmasters of Westerly," Eugene B. Pendleton, March 9, 1916.

"Did You Know?" Charles H. Pendleton, April 13, 1916.

"Old Houses, Old Men and Old Letters," Elisha C. Stillman, May 13, 1916.

## Our First Outing

The first annual outing of the Westerly Historical Society occurred on a bright, beautiful day, June, 1913. The trip was made by automobile, eight large touring cars furnishing transportation. The start was made at the Public Library and the first stopping place was the old Mastuxet graveyard, a place of much historic interest, as it is near the homes of the first white settlers of the town, and contains the dust of many persons of prominence in Colonial days. An hour was spent in visiting the graves and deciphering inscriptions on the mossy stones. A brief service was fittingly held about the tombstones of the Babcock family, and a poem, commemorating the early settlers was read by Mr. Ethan Wilcox.

The party then proceeded by way of the Shore Road, obtaining fine views of the ocean and of the beautiful ponds which line the shores. A swift passage along the Post Road gave a fleeting glimpse of farm lands, once the great estates of the Stanton and Champlin families. A conspicuous object on the wayside is the monument of Col. Joseph Stanton, long a distinguished citizen of Charlestown. Through the courtesy of the owners of the King Tom Farm, the long line of automobiles swept in through the open gates of the fine country seat, once the home of the royal family of the Narragansett Tribe, and a cordial welcome was extended to the Westerly Historical Society by the gracious lady of the Manor, Mrs. E. K. Wilkinson. The estate passed from the Narragansett Tribe to the ownership of the Kenyon family several generations back and has always been well cared for. The late owner, Mr. James Kenyon, took great interest and pride in developing the family homestead and expended large sums of money in beautifying the extensive grounds, and in enlarging and improving the Mansion. The several additions are harmonious and in excellent taste. Our gracious hostess very kindly gave the party a brief description of the house, and spoke of the great effort made by her family, to preserve the original style or to reproduce, if necessary, in harmony with the antique design. It was a great privilege to pass through the beautiful, quaint rooms and to explore the extensive grounds. A visit was made to a huge rock, once dignified by the imposing ceremony of Queen Esther's coronation. The large apple trees on the estate afforded protection from the noon day heat and the party gladly accepted their kind hostess' invitation to picnic in the shade. After this delightful mid-day visit, the party took leave and resumed their journey along the Post Road, stopping to visit the royal Indian burial place, not far from Cross' Mills, a most his-

toric spot, which has been fittingly and substantially marked by the State of Rhode Island. The rapid movement of the motor cars gave pleasing glimpses of the seashore, well tilled farms and the attractive villages of the Narragansett country. We gained a view of Tower Hill, with its imposing outlook, glided through Wakefield and Peacedale and emerged from a pleasant woody road into the quaint village street of Kingston Hill. Fine elms line the roadway and shade the Colonial houses, which have the look of age and aristocratic seclusion. Kingston long enjoyed the distinction of being the county seat, and, although the courts no longer assemble on the "Hill," it still retains no mean prestige as a seat of learning and the home of many old families of wealth and culture, who cherish its time honored traditions and love its quiet beauty. A visit was made to the old court house, now used as a village library, and due attention paid to the inscriptions which mark historic events. The door of the church was hospitably thrown open and the party entered the quaint, well kept edifice, enjoying the courtesy, graciously extended by the pastor in charge. A ride through West Kingston, Richmond, Hope Valley, Hopkinton and Ashaway, completed a most successful outing and a full and happy day.

Julia E. Smith.

# The Westerly Historical Society

## ANNUAL MEMBERS

Allen, Edwin R.	Cottrell, Charles P.
Allen, Mrs. Edwin R.	Cottrell, Edgar H.
Ayers, Mrs. Hannah M.	Coy, Miss Susan P.
Ayers, Miss H. Louise	Cozzens, Mrs. Josephine W.
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Babcock, Rev. Samuel G.	Critcherson, Mrs. W. D.
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Bacon, Mrs. Willard H.	Crandall, Mrs. A. N.
Barber, Albert E.	Crandall, Albert B.
Barber, Mrs. James	Dove, Miss Alice M.
Barber, Mrs. J. Courtland	Douglass, Charles H. J.
Barns, Everett	Dodge, Frank F.
Barns, Mrs. Everett	Dodge, Edward M.
Brigham, Herbert O.	Dickens, Miss Hannah
Briggs, Mrs. A. B.	Detweiler, Mrs. Eunice P.
Briggs, Mrs. Leverett A.	Eddy, Elisha
Briggs, Mrs. Orville	Evans, Benjamin
Briggs, Mrs. Ralph M.	Evans, Mrs. Benjamin
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Brown, Miss Bertha M.	Foster, Mrs. E. B.
Browning, William P.	Foster, Miss Gertrude E.
Buffum, Frederick C.	Foster, Miss Katherine W.
Buffum, Mrs. Frederick C.	Foster, Miss Mary E.
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Burdick, George N.	Hall, Edwin A.
Burdick, Mrs. George N.	Hall, Miss Abby A.
Burdick, Mrs. Horace E.	Greene, Mrs. Henry C.
Burdick, Miss Mary	Greene, F. Stewart
Burdick, Mrs. William H.	Gates, Mrs. Mary U. M.
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Burk, Mrs. William A.	Healy, William H.
Burke, Mrs. Edward M.	Healy, Mrs. William H.
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Carpenter, Mrs. Martin A.	Hiscox, Miss Elizabeth
Cathcart, Rev. Samuel M.	Holmes, Miss Fannie D.
Cathcart, Mrs. Samuel M.	Hoxie, William D.
Champlin, Miss Edith C.	Joslin, Mrs. Lewis A.
Champlin, George A.	Langworthy, Mrs. A. H.
Champlin, Mrs. George A.	Lanphear, N. Henry
Chapman, Martha A.	Larkin, Mrs. Frank
Chapman, Mrs. Mary E. C.	Lueck, Mrs. Edward
Chester, Mrs. A. L.	Lewis, Mrs. N. Wayland
Chester, Irvine O.	McArthur, Mrs. J. W.
Clark, Eugene N.	McKenzie, Thomas
Clarke, Mrs. Milo M.	McKenzie, Mrs. Thomas

Maine, Mrs. Carey A.  
 Merritt, Mrs. Eliza L.  
 Miner, Miss Jennie B.  
 Nash, Mrs. Anne E.  
 Nash, Mrs. Ruth R.  
 Newall, David McG.  
 Newall, Mrs. David McG.  
 Nye, Mrs. Fremont  
 Payne, Mrs. Ervilla J.  
 Peacock, Rev. Joseph L.  
 Peckham, Byron J.  
 Pendleton, James M.  
 Perry, Arthur L.  
 Perry, Mrs. Arthur L.  
 Perry, Charles  
 Perry, Mrs. Charles  
 Perry, Harvey C.  
 Perry, Mrs. Harvey C.  
 Perry, Thomas  
 Perry, Mrs. Thomas  
 Pope, George A.  
 Phillip, Mrs. J. A.  
 Proctor, Thomas R.  
 Reynolds, Mrs. Thomas  
 Reynolds, Miss Arletta A.  
 Rice, Mrs. Lucy E.  
 Richmond, Elmer E.  
 Richmond, Mrs. Charles H.  
 Saunders, Mrs. Everett D.  
 Savage, Mrs. C. Grant  
 Segar, Mrs. Martha D.  
 Segar, William  
 Sheldon, Israel R.  
 Smith, Miss Julia E.  
 Spicer, Albert H.  
 Spicer, Elizabeth

Stahle, Miss Pauline W.  
 Stanton, Mrs. Charles H.  
 Stewart, Mrs. Charles E.  
 Stillman, David F.  
 Stillman, Elisha C.  
 Stillman, Mrs. Eugene F.  
 Stillman, Mrs. H. H. A.  
 Stillman, Miss L. Gertrude  
 Stott, Merton L.  
 Stott, Mrs. Merton L.  
 Sweeney, Judge J. W.  
 Sweeney, Mrs. John W.  
 Tanner, Mrs. John H.  
 Thomas, Miss Lillian  
 Tracey, Mrs. John H.  
 Utter, George B.  
 Valentine, Robert  
 Vaughn, Mrs. Susan S.  
 Vose, Mrs. Oscar  
 Wallace, Miss T. A.  
 Webster, Merton T.  
 Webster, Mrs. Merton T.  
 Wells, Edwin P.  
 Wells, Mrs. Oscar  
 West, Mrs. A. V.  
 Wheeler, Miss Grace D.  
 Whipple, Everett E.  
 Whipple, Mrs. Everett E.  
 Wilcox, Ethan  
 Wilcox, Miss Fannie E.  
 Williams, Rev. William F.  
 Williams, Mrs. William F.  
 Wilson, Miss Helen G.  
 Woodmansee, LaCledé  
 Woodmansee, Mrs. LaCledé

## HONORARY MEMBERS

Rev. Edward W. Babcock

Cyrus H. Brown

Albert P. Pendleton

The Westerly Historical Society was chartered "for the purpose of promoting interest in historical research, stimulating a study of the history of Southern New England, and encouraging the collecting and preserving of manuscripts, pamphlets, and relics, especially those relating to Westerly and vicinity."

Any person in sympathy with these objects is invited to become a member. The annual fee for membership is one dollar.



## Old Time Lotteryville

One hundred and sixty-five years ago, in 1749 or 1750 Captain Joseph Pendleton was owner of a large farm, situated on the Pawcatuck river, in the southwestern part of Westerly.

Captain Pendleton, in this year, lost his vessel, a brigantine, with cargo of rum and molasses, without insurance, which he designated, "A heavy stroke of Providence."

Unable to pay his debts, (because of this disaster) he received from the Rhode Island General Assembly, a grant to set up part of his farm in a lottery. The land was divided into 126 building lots, in 5 rows, 20 of these lots bordering on the river. Lot No. 111 contained the Great House, so called, which was the home of Captain Joseph. The grant was executed by Isaac Sheffield, and Elias Thompson, with W. Babcock, surveyor. Capt. Pendleton gave as reasons for a settlement here that, "It is near the mouth and on the navigable part of the Pawcatuck river, where there is plenty of oysters and other fish, to be taken at all times of the year. Plenty of stone, brick, and good timber, suitable for building houses and vessels, near to be had very plenty." The result of this lottery was that Captain Pendleton received sufficient money to pay his indebtedness and to purchase another vessel with which to continue his business.

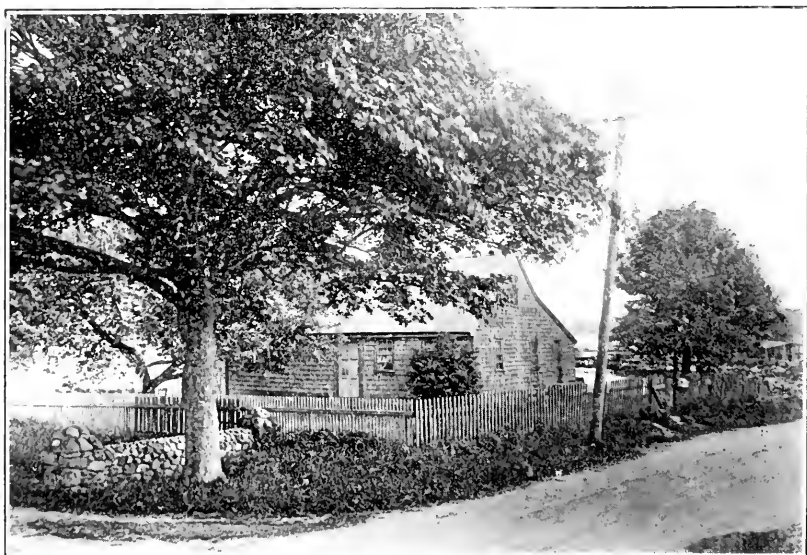
There were built, and occupied, eleven (11) houses in the Lottery (as it was now called) from northeast to southwest, along the river.

At the northeast point (now India Point) was the home of Captain Lyman Hall (Captain Lyman Hall was of large stature and was remarkably strong. It is related of him that when a young man, on a ship bound to the East Indies [which carried guns because of pirates] he appealed to the captain that the crew might receive more and better food, and lifting a cannon, carrying it aft, placing it near the captain said, if three men together could return it, he would withdraw his appeal. No three were able to perform this feat so the captain granted Mr. Hall's petition.)

South of Captain Hall's house, was that of Captain Nathaniel Barns, where his three sons, Amos, Benjamin and Acors were born. South on adjoining land was the home of David and wife, Sally Pendleton. Following south on the river, next was the house of Captain Thomas Dunbar, later owned by Captain Oliver Babcock who sold it to John P. Hall, 2nd, whose son, Lyman Hall, 4th, now lives there. Across the road there was a long, two room house which was first Gil-

bert Pendleton's, then James Wilbur's who, with his mother, occupied it. On the same side of the road, east of this, in the rear of what is now George Nye's house, was a small house, which was later owned by Noyce F. Kenyon and moved on to the site of this Wilbur house.

Captain Lyman Hall, 2nd, later built the house now George Nye's and gave to his son, Jesse Wilcox Hall, the corner lot, where he built his home and always lived. His son Edwin A. Hall, now resides there. Across the little cove in a bend of the river bank was the house (built by a Mr. Wilcox) of Captain Ellery Nash, later the home of Silas Fitch. This house, still standing and occupied, known now for many years as



DODGE HOUSE

the Dodge house, is the property of Edward M. Dodge. Next to this stood the Nathan Barber home. Still going south, on adjoining land, was the home of Samuel Sheffield where James O. Babcock now lives. Some distance south from here was the home of Gilbert Pendleton and last, the house of his cousin, Paul Pendleton.

The remaining land adjacent to the river extending over the southern point, formed a farm. This farm was the home of Silas Babcock, then Peleg Babcock, later William Chapman, and changed owners, until purchased by Benjamin R., and George F. Champlin. Since becoming the property of George F. Champlin, it has been greatly improved, one of the recent improvements being the removal of the large stone chimney in the main part of the house.

Later homes were built here by nine captains of whaling ships who were Lotteryville boys. They were, Captain Lyman Hall on India Point where his son, Captain Palmer Hall, had the house torn down and a larger one built; Captain John P. Hall, where his son, Daniel C. Hall now lives; Captain Gilbert Pendleton, where now William H. Burdick has his home; Captain Oliver Babcock, who purchased the home of Capt. Albert Barber, now D. Courtland Babcock's (Oliver's son); Capt. Nathan Barber, whose home was where J. Franklin Hall's now stands; Captain William Pendleton, son of Paul Pendleton and Capt. William C. Pendleton who lived in the house of his father, David. A tenth was Capt. Hezekiah Dickens, whose home was across the river, now occupied by his son, Amos H. Dickens.

Others of Lotteryville, who were seagoing were Capt. Lyman Hall, Capt. Thomas Dunbar, Capt. J. Franklin Hall, Capt. Elery Nash (who built the house now owned by the widow of John P. Randall), Capt. Nash's three sons, Capt. Charles, Capt. Albert and William, Capt. John P. Hall, 2nd, his brother, Capt. Jesse H. Hall, and Capt. Jesse H. Hall, Jr., Capt. George S. H. Barber and brother, Capt. Nathan Barber, Capt. Daniel Babcock of the sixth generation from James Babcock (and Mary Lawton) the first white settler on the land where Daniel Babcock had his home, and which has always been the property of the Babcocks. It is now owned by the widow and son (Frederic P.) of Daniel's son Ezra, Capt. Tristram D. Babcock, son of Oliver; Capt. Ethan Pendleton, son of David, who first lived where James O. Babcock lives. Then Capt. Ethan built back from the church the house which later was Capt. James Wilbur's home now owned by Tristram D. Babcock, and lastly Capt. William C. Pendleton, son of David.

Across the river, beside the whaling captain spoken of, was Capt. Tristram Dickens, whose home was just back from Hezekiah's, on a hill where now stands a barn, his son Tristram, who lived further up the river (where William Vincent now owns) and Tristram's two sons, Capt. James R. and Capt. Samuel L. Dickens.

#### SCHOOLS

"The little red school house," was built on the hill east of the road leading into the Lottery, in what is now C. P. Chapman's pasture land. In 1824 this house was removed to the corner across the road, on land of Captain Thomas Dunbar's, and was enlarged and repaired. At a meeting of the tax payers, December 30, 1824, it was voted that five feet be added to the northeast end. Voted that the room be lathed and plastered, but not the entry. Voted, that the pulpit be moved to center of the new partition against the entry, and that "the writing desks shall be finished off in the same order as the Red School House is, at Pawcatuck Bridge." The amount of money contributed for these improvements was \$49. It was stipulated in the deed of the land, on which the school house was placed, that the house was to be used for educational and religious purposes. Religious services were held here until a church was erected in 1848.

In 1873 this school house was sold and was removed to C. P. Chapman's premises and converted into a shop and garage, while on, or near the site was built a larger and more modern school house—"at a cost of not more than \$2,000.". The building committee was Oliver Babcock, Halsey W. Burdick and Jesse W. Hall while Amos A. Burdick was appointed collector and paid \$20 for collecting the tax to pay the indebtedness of the district in building this house.

When the schools of the town were consolidated under town system in 1903 a two-room building was erected, the former house making the rear room.

Now (1915) the school is closed, the pupils from here going by electric car into Westerly and the school building used only by the Grange society for their meetings.

One of the early teachers in the Lottery school was Susannah Clark, who taught in 1799, in proof of which is a document in the possession of our librarian Emeritus, reading "Westerly Dec. 9, 1799, Capt. David Pendleton to S. Clark, Dr. To schooling your son two quarters, at 6 shillings a quarter, 12 shillings — Susannah Clark."

That this son, later, was himself a teacher is known, by these writings, (also in Mr. Ethan Wilcox's possession).

"This certifies that we have examined William Champion Pendleton in Reading, Writing and Arithmetic and think he is qualified to teach these branches—Westerly, October 30, 1828.

JEDEDIAH W. KNIGHT,  
PAUL BABCOCK, JR.,                      Examining Committee."  
ROWSE BABCOCK, JR.

and this,

"Westerly, March 16, 1829.

Secretary of School Committee of Westerly will please to cause to be paid to William C. Pendleton for service at teaching school in third district in said town, it being \$9.42. Remaining in treasury, due this district.

SAMUEL SHEFFIELD,  
BENJAMIN BARNS,  
Committee."

Other teachers were:

Jonathan Allen, 1848; Harriet Ware Stillman, 1853; Henry E. Breed, 1854; Libbens Main, Louise Pendleton, Sarah Pendleton, Sarah Wilson, Jedediah W. Knight, Curtis Merriot, Henry Langworthy, B. Frank Bagley, B. F. Thompson, John Kenneth, 1863; Amanda Babcock, 1864; Charles H. Babcock, 1865; Maria S. Palmer, Eunice Palmer, John Taylor, James R. Irish (afterwards Reverend, who gave the first temperance address here), George F. Coates. Tristram D. Babcock taught the first term in the new school house.

### SOME SCHOOL ITEMS

"Voted in 1837 that the schoolmaster shall be boarded at \$1 a week."

"Voted in 1844 that the board for a man teacher shall be \$1.50 and for a woman teacher \$1.00."

In 1847, "Voted that male teachers receive \$2 a week for teaching and female teachers receive \$1.50."

Six years later, in 1853, Harriet Ware Stillman received as teacher here, the (then) munificent sum of \$3.00 a week.

### STORES

Benjamin Barns was the first to conduct a store in the village. It was known as the "Red Store" presumably being painted that color. Other merchants were Nathan Barber, Gilbert Pendleton, J. Franklin Hall, Samuel Champlin and George W. Stevens.

J. Franklin Hall erected a two-story building where C. Palmer Chapman's residence now stands, using the first floor for his store with a tenement above. Samuel Champlin purchased this store of J. Franklin Hall and after some years, removed to Westerly, sold the property to George W. Stevens who was the last to conduct this business in the village.

### DOCKS

The Pendleton and the Sheffield were the oldest docks, the former on land of Capt. David Pendleton south of India Point, and the latter on the land now owned by James O. Babcock. It is told that William C. Pendleton, who was an expert caulker, one winter caulked a vessel in the T of the Pendleton dock. On the Sheffield dock was built a storehouse, where quantities of axe handles, hoes and hoe handles were stored, for shipping to New York and the West Indies. It is still related that in the great gale of a century ago (September 23d, 1815) this dock, with store-house and contents, was washed away and that for years after, men who were spearing for eels in the coves and river above the Lottery, often caught these articles on their spears. Later, Peleg Babcock built a dock on land of his, now known as Champlin's dock. Another, built by Gilbert Pendleton is called Burdick's dock. George S. H. Barber and his brother Nathan rebuilt what has always been called the Barber dock.

Vessels came to Lotteryville from New York after cargoes. In 1847 and 1848, thousands of bushels of potatoes were shipped from here to New York and there re-shipped to the West Indies. The potatoes were brought here from as far east as Cross' Mills. As there were then but few horses owned by the farmers, the slow and heavy oxen were used to transport them.

For many years there was a large and important trade in hoop-poles and cargoes of these were shipped from here to New York and the West Indies. From 1858 to 1868 seven eighths ( $\frac{7}{8}$ ) of the coal consumed in Westerly and adjacent villages was brought by vessel from

New York to Lotteryville, here transferred to lighters on scows and taken to Westerly. Many of the lighters were furnished with sails and when wind and weather permitted were sailed to their destination or "port".

Later the vessels with coal came to the docks, as the river here was then much deeper than now, and horse power was used in the unloading of them onto the lighters.

#### CHURCH AND SUNDAY SCHOOLS

For many years, a great number of the people of Lotteryville attended the "Hill church" on Quarry Hill and were faithful, loyal members there. About 1820 Reverend Benjamin Shaw came to Lotteryville. In 1824 he purchased of five Pendleton heirs, the house



LOTTERYVILLE CHURCH

which was then called the Shaw house. Later Rowland Burdick and family lived in this house. Rowland Burdick's son became the noted Seventh-Day Baptist minister, Reverend Alfred Baily Burdick. Then Nathan Barber, whose wife was Sally, Tristram Dickens' daughter, lived here. They removed to Wisconsin, then the place changed owners, till sold to J. Franklin Hall who built his home and now resides here. Rev. Benjamin Shaw was a Methodist and organized a class that held meetings in the little red school house. His ministry extended over a period of eighteen (18) years.

In 1843 a branch church of the First Baptist in Westerly, was organized here, holding the meetings in the school house. The constituent members of this branch church were Lyman Hall 2nd, David Pendleton, Ethan Pendleton, Jesse Brown, Abby P. Hall, Sarah Pendleton, Phebe A. Pendleton, and Eunice Brown.

In 1848 a church was erected costing \$1200, the land for the church site being given by Ethan Pendleton with the provision that it should always be used for religious purposes or revert to his descendants. In 1849 this branch became an independent body with thirty-three members. The first pastor was Rev. Nicholas H. Matteson who was ordained Oct. 18, 1849. The deacons were Lyman Hall 2nd, and Nathan Fitch. The church building was burned in 1851 but another which is still standing was erected on the site of the burned one, in 1852.

There was not again a resident-pastor though others held services here, more or less regularly. Rev. Thomas Tillinghast, son of Rev. Pardon Tillinghast, from Richmond (or West Greenwich) a Freewill Baptist held meetings here every fifth Sunday of any month taking two or three days for the trip and holding services in the school-houses on the way. After his death his son Rev. Gilbert Tillinghast occasionally preached here. Rev. John Green, Seventh-Day Baptist, of Hopkinton, Rev. Daniel Coon, Seventh-Day Baptist, of Ashaway, and Rev. Charles Lewis, First-Day Baptist, of North Stonington, were some of those who preached here.

There was a Sunday school for much of the early time and later James W. Pollette of Westerly conducted a very successful Sunday School for a number of years, beginning in 1873. The "Narragansett Weekly" of Westerly has in the issue of July 2, 1874 an account of the first anniversary exercises of this school, when the secretary reported a membership of seventy-seven (77), when speeches were made by Rev. S. G. Babcock, James W. Pollette, Palmer Hall and others. The singing conducted by Daniel C. Hall and a solo by Lyman Hall, 3rd, were especially commended.

In the fall of 1887, finding that the church building needed shingling and other repairs, a petition was circulated, the necessary funds obtained and the young men did the work. It was at this time arranged to again have preaching services here and Rev. E. H. Witter, Seventh-Day Baptist, of Dunn's Corners church was engaged. He preached three (3) years, first monthly, then twice a month. His first service was on January 22, 1888. Soon after preaching began, a Sunday School was organized which is at this time (1915) continued as is the preaching service, every Sunday.

#### BURYING LOTS

Lotteryville had three burying places, one called the Sheffield burying lot, on the James Sheffield farm which he sold to Israel Chapman and is now the property of Ethel Burnett of Watch Hill. This burying lot is on the east side of the Watch Hill road, south of the junction of this and the shore road. It is a small walled lot, containing

eleven graves. Nine of them are graves of Sheffields, the dates being 1776, 1778, 1810, 1812, 1824 and 1832.

The other two are those of Captain Jesse Dickens, drowned at sea, while returning from the West Indies, January 21, 1812, in the 29th year of his age, and that of his wife, Bethsheba Dickens, who died in 1810, aged 26 years.

Another small burying ground was on land, adjoining and north of C. Palmer Chapman's place, owned by Ethan Pendleton, then Jesse W. Hall. There were four graves here, Mrs. Hazard Burdick died in 1844, her son Franklin Burdick, Lyman Hall, 2nd, who died in 1854, and his wife, Abby P. Hall, died in 1864. When Tristram D. Babcock purchased this land he had permission from the relatives and removed the bodies to the cemetery at Ashaway. The third and largest of the burying places was on the most southern point of Lotteryville, on the farm that is now George F. Champlin's. This has always been known as "Burying-place point." The lot is about one-half acre in size and contains eighty (80) or more graves, nearly all of them marked with a common field stone to denote the place, but nothing to denote the person. There are but six headstones with inscriptions. The oldest of these is that of Ephriam Pendleton, died in 1780, then Capt. John Pendleton in 1812, his wife, Sabra, in 1829, and Nancy, wife of Brinton Clark in 1839. The fifth and sixth are the graves of the wife and son of Silas Babcock. Nancy, wife of Silas, was the daughter of John and Elisabeth Kenyon of Richmond. She died in 1819. Her son, Silas, born in Preston, Conn., in 1747, died in 1863.

The very quaint epitaph, so often referred to, is on the headstone of the son, and reads:

"Come look on me, as you pass by,  
As you are now, so once was I,  
As I am now, so must you be,  
Prepare for death and follow me."

### THE ROAD

The road, now called River Road, through the village, terminated at the Champlin farm. On this road were three gates, one where the property of Horace E. and W. H. Burdick joins, one where that of Alvin Scott and W. H. Burdick meets and one at the farm boundary. It was some time after the town ordinance requiring all roads fenced (in 1867) was passed and the gates on the Watch Hill Road were removed, that these gates were taken away and the property adjoining the road was protected with walls or fences.

On the Watch Hill Road, the gate at Lotteryville corner and the one near H. C. Lanphere's proved so lucrative that several of the boys were able to start bank accounts with revenue derived from attending them. After the farmers began furnishing the cottage people at Watch Hill with farm products, the Messrs. Champlin built, for their convenience, a road across their farm to the Watch Hill Road and later, on May 29, 1891, gave to the town of Westerly, this road, a great improvement to the village, and convenience to Westerly and Watch Hill.



## POST OFFICE, THE NAME OF LOTTERYVILLE CHANGED TO AVONDALE

In 1893, as the mail between Westerly and Watch Hill was carried by stage and a road was now open in the southern part of the village across to the Watch Hill road, the residents of Lotteryville petitioned for a post office, Mrs. H. E. Burdick consenting to be postmistress, with Mrs. J. O. Babcock, assistant. The reply to this petition was, that a post office would be granted, provided that the name of the place was changed, as not even the word lottery could be legally used in United States government matters. Several names were chosen, Mastuxet, being first choice of the people, Ninigret second, and Avondale third. The decision from Washington was, that the name Avondale was selected, as our Indian names were so difficult to spell and pronounce. This name had been chosen by I. Franklin Hall and the honor is his of naming the village Avondale. The post office was opened in March, 1894, the mail to and from Watch Hill, passing through this office, the mail carrier waiting for the assorting and putting up of the mail. When the contract for carrying the mail was given to the Pawcatuck Valley Street railway, the Avondale post office was continued until April 1901, then closed. In July, 1901, the Rural Free Delivery route was established, and (1915) is still in operation.

The river road was macadamized in 1897.

Avondale was lighted in August, 1898, with 14 gasoline lamps. In 1905, these were replaced by 17 electric lights.

The village has been supplied with water from Westerly since June, 1902. In March, 1905, the first telephone was installed.

Avondale now has 26 houses, 22 of which are occupied by the owners.

Approximately the lots on the Lotteryville plat are thus occupied.

India Point, Lots No. 1, 2, 3, 4.

D. C. Hall, Lots No. 5, 6, 7.

Lyman Hall, Lot No. 12.

E. M. Dodge, Lot No. 13.

Geo. F. Barber, Lot No. 14.

D. C. Babcock, Lots No. 15, 16, 17.

J. O. Babcock, Lots No. 18, 19, 20.

J. P. Clark, Lots No. 43, 44.

C. L. Bristol, Lot No. 42.

D. C. Babcock, Lot No. 41.

D. K. Hall, Lot No. 40.

Mrs. J. F. Hall, Lots No. 38, 39.

C. P. Chapman, Lot No. 34.

Chas. Rood, Lot No. 33.

Geo. F. Nye, Lot. No. 32.

E. A. Hall, Lot. No. 31.

Mrs. Randall, Lots No. 29, 30.

T. D. Babcock, Lots No. 52, 53.

C. Palmer Chapman, Lots No. 82, 83.

C. P. Chapman, the Great House, Lot No. 111

LOUISE AUSTIN BABCOCK.



# The Providence and New London Turnpike

*Read before the Westerly Historical Society December 9, 1915,*

*by N. Henry Lanphear*

When I commenced to write about this road I was surprised to find how little there was in print that would be of interest for this paper, but what I did find I have made free to use.

I shall speak mostly of the road in Rhode Island as I know but little of the Connecticut end and I understand that a paper has been written for the New London Historical Society on this subject, which would naturally treat of this road in Connecticut.

We all know that a Turnpike is a road on which toll gates are maintained. The reason why turnpikes were built instead of the usual town roads may not be entirely clear to all of us, so I will quote what Field says was the reason:—"After the War of the Revolution people branched out in new industries. In this section of the country cotton manufacturing was the pioneer industry and it had a marked effect on the community, and in no particular was this more noticeable than in the improvement of the roads. When mills were started on the various streams their owners soon found that the existing roads were inadequate to the requirements of their industries in transporting their freight both to and from their mills, and as a consequence of this they began a campaign for the improvement of the roads, which resulted in the construction of a system of highways that ultimately traversed the State. As the roads were primarily for the benefit of the manufacturers and general travel, and as the people along the rural sections where these roads passed felt they were not for their benefit, they did not feel called upon to build and maintain them. In order to meet these conditions, the men engaged in manufacturing organized companies which built and maintained the roads under charters obtained from the Legislature. The owners of the roads in order to make themselves good collected fees commonly known as "tolls" from carriages and wagons so that travel and traffic had to pay, but pedestrians were usually allowed to pass freely. One of the most important of these roads was the Providence and New London Turnpike, which was chartered in 1815. The road was to be three rods wide and extend from Providence, Rhode Island, in a southwesterly direction to New London, Connecticut, and be completed by 1820. They were empowered to maintain six toll gates in the State of Rhode Island. When

completed it became the stage route from Boston to New York, over which stage coaches passed to connect at New London with steamers for New York. This road was an attempt to secure a shorter route than that afforded by the old highway developed from the Pequot Trail, known by us as the Post Road, but it was not a success because it attempted to follow a straight course and not go around the very steep hills which they had to encounter, thinking to make the distance shorter, when in reality the distance would have been practically the same had they gone around them. They also failed to take into account the greater horse power required to go over the hills rather than around them." (1 ton-1 foot in twenty).

The road when completed passed through the following towns: viz., Groton, Stonington and North Stonington in Connecticut, Hopkinton, Richmond, Exeter, West Greenwich, East Greenwich, Coventry, Warwick, Cranston and Providence in Rhode Island.

The road was finished in 1820 and stage coaches were put in operation, drawn generally by four horses. The men in charge of the outfit were called stage drivers. These men were considered very important persons by the public, and some of them had a very high opinion of themselves, if all reports are to be relied upon. At all events, the position of stage driver was not one that every one was competent to fill. Their duties were to drive the horses and have charge of the whole outfit while on the road. When it was time to start, the outfit was driven up, the driver mounted to the seat and with a crack of the whip away went the coach in a whirl of dust to the next stopping place where the horses were to be changed. While the change was being made by the hostlers, furnished for that purpose, the driver would dismount to straighten out his limbs and, perhaps, incidentally, take a drink at the bar. I have seen in print that every three and one-half miles a new relay of horses were furnished, but I think the distance between the points where changes were made must have varied considerably, if the places have been correctly reported. The stages were run on a regular schedule, as are our railroad trains and trolley cars of to-day and it was the pride of the driver to bring in his outfit on time.

Between the Head of the River and New London I can remember of going over the road but once. The only incident of the trip that comes to my mind was crossing the ferry between Groton and New London. I remember the power to drive the boat was furnished by horses traveling on a treadmill.

At the Head of the River were two wooden mills belonging to Dr. Hyde, who also had a mill at North Stonington, or Milltown, as it was then called. There was also a mill built here which was operated by Mr. Amos B. Taylor at one time. Mr. Taylor died Nov. 16th, 1915, aged 91 years.

From the Head of the River to the Rhode Island line I have traveled over the road several times, but am not conversant enough with the different houses to describe them, their present or former occupants.

I have been told since beginning to write this article that west of Pious Hill there was formerly located a tavern and toll gate, also that this part of the road was reported to be dangerous to travel over in those times. After going down Pious Hill, to the south of the road, the late Sands C. Carr, who married a daughter of Eld. John Green, commenced housekeeping. Later Mr. Carr lived at Ashaway, being engaged in manufacturing. He was also very prominent in the town affairs of Hopkinton. On the north of the Pike, where it is crossed by the road from Ashaway to Clark's Falls, lived Mr. Samuel Merritt; his father, Samuel Merritt, having lived there before him. The place is now occupied by George Champlin, son of the late John S. Champlin, of Hopkinton, Mr. Champlin's wife being a daughter of Mr. Merritt.

A few rods before crossing the Ashaway River is a stone on the north side of the road to mark the line between Connecticut and Rhode Island. I speak of this because so many with whom I talk have the impression that the river is the line between the two states.

The first house we come to in Rhode Island is at the head of the road from Ashaway. As far back as I can trace, it belonged to Mr. Benjamin Green. He was quite old when I first remember him. He was twice married and had a large number of children, of whom only two are now living, George E. and Samuel, both living in Hope Valley. The place is now owned and occupied by Thomas H. Green, a grandson. A short distance to the east, just to the north of the Pike, lived Deacon Oliver D. Cole, who was quite prominent in the Town of Hopkinton, being a member of the Town Council for a number of years and a deacon of the First Baptist Church of Hopkinton. He died in 1879 and the place is now occupied by the Hon. John S. Cole, a son of Deacon Cole. On the south side of the Pike was a one and one-half story house with an ell on the westerly end, owned and occupied by Elijah Champlin. This place was formerly known as the Reynold's Place and was occupied by three sisters, Desire, Phebe and Abbie, only one of whom was ever married, viz., Abbie to Nicholas Crandall. Mr. Champlin replaced the old house with a costly new modern residence which was the talk of the town. (Mr. Pardon Lewis, of Tomaquag, said Elijah had put his whole farm in his door-yard). The place is now owned by Mrs. J. Stanton Hull. Almost directly opposite was the house of Benjamin F. Chester, son of Eld. Christopher Chester. Mr. Chester operated a shoddy mill just a few rods to the north of the house. He had three sons, one of whom was the late Hon. Albert L. Chester, long a resident of Westerly, and very prominent in the business and political affairs of the town and state. The house is now burned down, only the mill remaining. The water power at this place was first made use of by William Green, a son of Eld. John Green, who built a dam across the stream (Palmer Brook) and erected buildings where he built all kinds of wagons in use at that time. The next house on the north side of the road is owned by the Town of Hopkinton and is used by them for the purpose of caring for the poor of the town. The place was formerly owned by Mr. Clark Johnson, who was at one time employed as a stage driver on the Pike. Next on the left stands an old

house rapidly going to decay. At one time one of the toll gates was located here, but not within my recollection. Mr. Edw. W. Wells, Sr., lived here when I first recollect it. Nearly opposite stands the house where Dr. George H. Perry lived. I remember seeing him but once, but from what I have heard concerning him, have gained the impression that he was quite prominent as a physician and townsman. At this place once lived Deacon Paul Green. He was quite prominent in his younger days, but in later life he was unfortunate, and was the cause of a great deal of controversy between the Towns of North Stonington and Hopkinton.

I now come to Hopkinton City, but before going farther on the Turnpike I wish to diverge to another part of the town and show the effect the coming of the Pike had upon the business of the town. Griswold and others write that originally the outlines of the town were laid to the southeast of Hopkinton City in the Tomaquag Valley. As early as 1776 there were located at this point a grist mill, saw mill, tannery, blacksmith shop, distillery and tavern. A dam was built across the Tomaquag in order to furnish water power for the various enterprises. Here the town's business was transacted, perhaps with the exception of that part connected with the Town Clerk's Office, the records in those days being kept at the residence of the Town Clerk. The main thoroughfare from Connecticut to Charlestown and on to Newport passed by this place, and travel was by no means limited, and the people of this section of the town had great hopes of what this place was to become, but the coming of the Pike blasted their expectations and trade and travel were diverted to the City. The place was in time abandoned, the road closed and all to be seen there when I was a small boy was an old house (which was probably the old tavern and occupied by Mr. Peter Davis), an old barn, the outlines of the dam and some old mill stones.

The first building as we enter the City is the Second Seventh-day Baptist Church of Hopkinton. This church was organized in 1835. Previous to this, probably soon after 1789, a building known as the Union Meeting House was built, where later stood the Messrs. Wells' carriage manufactory. About 1826 to 1827, the house was moved to its present site and was enlarged and made more modern. The town aided in the removal and improvements on the condition that it should have the use of it for its town meetings. This arrangement continued until 1860 when the church made an agreement with the town whereby they became the sole owners of the house and the town built the present Town Hall, which stands across the road from the church. The church has been several times remodeled and refitted and a bell placed in position through the generosity of the late Mr. John W. Spicer.

The First Baptist Church of Hopkinton was constituted in 1836 and in 1837 they built the present church building. It has been remodeled and refitted several times and is in excellent condition at the present time. Across the road from the church stands the residence built by the late Lieutenant Governor Benjamin B. Thurston and is now owned and occupied by Mr. John E. Wells.

On the southwest corner where the road from Connecticut to Woodville crosses the Pike, lived Joseph Spicer. George H. Spicer of Ashaway, J. Denison Spicer of Plainfield, N. J. and Dr. Albert H. Spicer, Sr., of this town are his sons. Town Clerk E. E. Whipple, Joseph Whipple and Mrs. William A. Burk are his grandchildren. Mr. Spicer at one time kept the tavern just a short distance to the north and later made harness and saddles.

On the northeast corner where these roads cross was the home and store of Gen. George Thurston. In this house (called in the old deed, the "Thurston Mansion House"), all of the children of Gen. Thurston were born. He was succeeded in the store by his sons Jeremiah (who at one time was lieutenant governor of Rhode Island) and George. Later Lieutenant Governor Benjamin B. Thurston, son of Jeremiah, came into possession of the business and took in partnership Mr. Charles Noyes. In 1851 Mr. Thurston retired from the firm and Mr. Noyes continued the business until his death, when Lieutenant Governor Edwin R. Allen came into possession of the old "Mansion House" and the business, and is there at the present time. The identical cast iron box stove which was first used to warm the old store in those far away days is still there and I think stands in the same place, also the old safe which was first used in this store, and the old iron railing around the counter are still there.

I wish to say at this time that this ancient village has been honored with a member of Congress and three lieutenant governors.

Lieutenant Governor Jeremiah Thurston, son of Gen. George, built and resided in the house which stood on the opposite side of the Pike from the "Mansion House," among some of the later ones to live there were Messrs. A. L. and Edward W. Wells, Jr., George K. Thayer and Rev. L. F. Randolph, who lived there when the house was destroyed by fire in 1888.

Next we come to the hotel or tavern as it was called. It was built by Capt. Joseph Spicer about 1812. He was father of the Joseph Spicer previously mentioned, Capt. Spicer's wife was a daughter of Gen. Thurston. He kept the place some forty years, the horses on the stages were changed here and Mr. Spicer kept about sixty horses for this purpose. There were ten or a dozen stages daily in those days, meals were served to travelers and business was lively in those times at the old inn. He was succeeded by his son Joseph, previously referred to, afterwards Sidney S. Tillinghast and then John Burdick were there. Among the later ones to be there was Henry Whipple, who was there from 1850 to 1854, later he was town clerk of Hopkinton, assessor of Internal Revenue for the U. S. Government, High Sheriff of Washington County for a number of years and Judge of the Third District Court of Rhode Island. He was followed by Albert Witter. The last one to keep the place for a hotel was John W. Spicer, who died in 1878. Mr. Spicer has a granddaughter, Mrs. Charles J. Norris, who resides on Moss Street. The house was burned April 21st, 1888.

Next is the house where Mr. Thomas Wells lived and kept a store. His son Henry M. Wells succeeded him, after his death Mr.

John W. Foster was there until 1874, when he removed to Westerly and resided there until his death. When I first remember, the Post Office was kept in this store. Mrs. Richard Wheeler, Jr., of North Stonington, is a great-granddaughter of the Thomas Wells spoken of in this connection. The house is now owned by John E. Wells.

In an old gambrel roofed building, just to the north, was where Abram Utter carried on the cabinet business. I have been told that the late Governor Utter was a descendent of Abram Utter. The last one to do cabinet work here was Reuben Brown. This building with others is now owned by Jason P. S. and Willard Brown, sons of Reuben.

The old school house stood in the corner where the road which goes to Rockville (formerly Yawgoog) leaves the Pike. If time would permit, much more could be written about the different people and industries connected with this ancient place.

The next house on the north of the Pike was built by Rouse Collins for his son David, in later years it was owned and occupied by Martin Van Buren Hyde.

After passing the old road to Ashville (now called Canonchet) lived Mr. Rouse Collins, the house is now gone, having been burned a number of years ago. Among some of Mr. Collins descendents now living are George Collins of Hillside Avenue, a grandson, and Fred Collins of Mechanic Street, a great-grandson.

Almost within a stone's throw of the Collins house, on the same side of the road, was where Eld. John Green lived. Eld. Green was a Seventh-day Baptist minister and an evangelist of great power, and great revivals followed his preaching, not only in his own denomination but wherever he went, and he had many calls to hold revival meetings in different places and with different denominations. The house and farm were owned formerly by John Green, father of Eld. Green. About 1838 or 1839 Eld. Green, who had been living in York State, moved his family to this place, the rest of the family having given their interest in the property to him if he would return to Rhode Island. Eld. Green had a large number of children, two only of whom are now living, the twins of the family, Ray of Moss Street, this town, and Jay of Honolulu. Mrs. A. R. Stillman, wife of Judge A. R. Stillman of West Broad Street, is a granddaughter of Eld. Green. There are many more of his descendents living who could be referred to if time would permit.

Next we come to the house built and occupied by Samuel Foster, later owned and occupied by Thomas Palmer.

Just to the north of the road as we come to the top of Brightman's Hill, formerly lived Mr. Alfred Enos, later Mr. Thomas Wilcox and others lived there.

A short distance to the east of Brightman's Hill, on the south side of the road, Mr. John Brown built him a house, directly over a brook; under the house he had a water-wheel, to operate some cotton machinery which he had in one end of the house. Mr. Brown was of an inventive turn of mind and invented the "Throstle Spindle," which was a great improvement in spinning cotton yarn, the same with im-



provements being in use at the present time, but before Mr. Brown could obtain a patent some one disguised as a tramp obtained a night's lodging with Mr. Brown and while the family slept this man stole the idea of Mr. Brown, which was what he had come there for, and when the family awoke in the morning he was gone and Mr. Brown gained no benefit from his labor. The house is now gone and a new one has been built a short distance to the east of where the old one stood.

Where the road from Canonchet crosses the Pike lived Mr. George Hossie. He was the owner of the Pike in Hopkinton when I first remember it. Here were located two toll gates, the one on the Hopkinton City side was a whole gate and the one on the Hope Valley side was called a half gate, as you had to pay only half price to pass it. Here was located the Gate School House.

About half a mile southeast of this point Elisha Stillman lived about 1772 or 1773. Among his children were Eld. Mathew Stillman and Deacon William Stillman, who later became celebrated as a clock and lock maker. It was in the old house on this farm that Deacon Stillman made his first clock. In order to make it run more than one day he cut a hole through the floor and let the weights which ran the clock go into the cellar, and for a bell he used a bottle with the neck broken off. I have been told that in 1836 or 1837, when the Washington Bank moved into their present bank building, Deacon Stillman's locks were placed on the vault, previous to this the locks used by this bank were made by Robert Brown; also that the locks on the vault of the Phenix Bank, at the time of the robbery of that bank in 1849 or 1850, were made by Deacon Stillman. The robbers being unable to pick the lock drilled a hole through the door and pulled the bills from the safe with a wire fastened to a broom stick. There is no record of Deacon Stillman's locks ever being picked. Mr. Elisha C. Stillman of Ashaway is a grandson of the Elisha Stillman previously referred to. At a later period Mr. Stephen Kenyon, who was grandfather of Mrs. Carey Main of West Broad Street, lived there. The old house was burned and a new one built in its place.

Next on the south side of the road was where Eld. Stanton Austin lived for many years. He was pastor of the Methodist Church in Hope Valley for about forty years. It was there so many couples came to be married. It was the "Gretna Green" for a large section of Southern Rhode Island and Southeastern Connecticut. Eld. Austin had to his credit up to 1889, the marriage of 335 couples. He had also officiated at 147 funerals and baptized 55 converts.

Next on the south side of the road stands two houses, the older one was owned by a Mr. Nichols at the time of the September gale in 1815. He was a brother of the wife of Eld. Mathew Stillman. At one time he carried the mail from Newport, R. I. to Norwich, Conn. twice a week, going on horse back over the old Post Road.

Nearly opposite on the north side of the Pike is located the old Nichols Burying Ground.

Next, on the northwest corner, where the road from Exeter and the north crosses the Pike, lived Mr. Carpenter Fenner. I re-

member him as an old man when I was a small boy. At the time of the September gale in 1815, a man by the name of Thomas Tabbin was living here and the house was known as the "Tom Tabbin House". The house is now gone, only the outlines of where it stood are to be seen.

Between here and Hope Valley was once a road which came from Connecticut and passed over Wood River and on to the east.

The next house I shall speak of is on the northwest side of the Pike and is known as the Capt. Ray House. Hezekiah Carpenter lived here in 1778 and it is supposed that he built it, as he owned most of the land where Hope Valley now stands. He built the first dam across Wood River at this point and manufactured iron here. In those early times Hope Valley was known as Carpenter's or Middle Iron Works, Wyoming as Upper or Brand's Iron Works and what is now Woodville, as Perry's or the Lower Iron Works.

Capt. Ray was a retired sea captain. He was lame and was a member of the Society of Friends. It is supposed he joined this society after his second marriage to a daughter of Mr. John Wilbur. The Wilbur family were members of this society and lived a short distance to the west of Hopkinton City. Mrs. E. B. Foster of Beach Street is a niece of Capt. Ray's second wife.

On the same side of the road, just before coming to the old road from Rockville, was once located a toll gate. When the gate was removed, I have no means of knowing.

After crossing the Rockville road stands a small one and one-half story house. Years ago it was painted red and was owned and occupied by Rowland Hiscox. Mr. Hiscox worked for Deacon Nathan T. Chipman, who had a tan yard at the foot of the hill near where the railroad station is now located.

A short distance to the southeast of the Hiscox house is the Prudence Crandall house. Prudence Crandall was a granddaughter of Hezekiah Carpenter, previously referred to.

Just as you cross Brushy Brook into Locustville, a dam was built and a mill erected in 1814. This mill was burned in 1844 or 1845. Another and larger one was built soon after, which was burned in 1865, and in 1866 the present brick structure was erected.

A short distance farther along is the Second Baptist Church of Hopkinton. This church was constituted in 1841 and the present church building was dedicated May 15th, 1845.

Just beyond, where the building known as Barber's Hall stands, James Gowdy had a tinsmith and sheet-iron works. He sold the property to Messrs. T. T. and Edward Barber, who erected the present Barber's Hall and transferred the business to this building and erected their residences on the site of the old shop.

The Methodist Church was organized in 1841. The church building was first erected just south of Rockville in 1846. In 1851 it was taken down and put up again in its present location. At the present time it is occupied by the Catholics.

Across Wood River on the Richmond side, is what was formerly known as Brand's Iron Works, then Alton, now Wyoming. All the land about there was formerly owned by Samuel Brand. He built and lived in the old house at the top of the hill, just west of what is known as Segar's store. Mr. Brand engaged in the manufacture of iron, and from this fact the original name of the place was derived. Mr. Brand gave to his son-in-law, Francis Brown, land opposite his house, upon which he built a tavern. Mr. Brown employed quite a number of men in making shoe and knee buckles. This building was burned and another soon replaced in which, with additions and improvements, is still in use. The tavern has had quite a number of different owners, one of whom, Mathew G. Wilbur, kept it as a temperance house for a number of years but he did not succeed to any great extent, as he was in advance of the times concerning the liquor traffic. The property is now owned by A. J. Dawley. Three cotton mills were located here at one time, also in 1856 the Richmond Bank was chartered and did business here until 1866 when it was discontinued.

About one mile east of here is the Wood River Six Principle Baptist Church. The records of this church go back to 1723, but it is supposed the church had a much earlier origin. For a number of years previous to 1833, Eld. Pardon Tillinghast of West Greenwich preached here as a supply. Eld. Pardon Tillinghast was the father of Eld. John Tillinghast, who used to preach at Lotteryville as a supply at different times years ago. His home was in West Greenwich. The late Chief Justice Tillinghast of Rhode Island was a grandson of Eld. Pardon Tillinghast. After that time Eld. Thomas Tillinghast was pastor for 29 years until his death, when he was succeeded by his son Gilbert, who was pastor of the church until his death in 1887. These three ministers were descendents of Eld. Tillinghast who was one of the early pastors of the First Baptist Church of Providence.

About half way between the church and the foot of Tefft's Hill was another toll gate which was in use until the town bought the road.

Tefft Hill is the longest, though not the steepest on the whole route, being more than a mile long. On the south side an old school house stood near the top of the hill where the road from Black Plain to Usquepaug (formerly Mumford's Mills) crosses the Pike.

Going down the north side of the hill we come to Tug Hollow (now called Willow Valley). A large number of the people who formerly lived in this section were named Reynolds. In 1811 Robert Reynolds built a small mill here and several houses were built nearby which went to make up the village.

Between here and Pine Hill was another gate. One night after the road was opened for travel, a man asked for a night's lodging. His request was granted. In the morning the whole family, consisting of the gate keeper, his wife and several small children were found murdered; the axe belonging to the house was used to commit the crime. The man escaped, taking the money belonging to the gate and was never apprehended.

Pine Hill is one of the highest hills in Washington County, being 587 feet above the sea level. I remember of only two houses here, one of which was owned and occupied by Mr. Thomas Phillips, and was used by him as a hotel. A post office was established here in 1840, of which Mr. Phillips was postmaster for about forty years. He was town clerk of Exeter thirty-nine years and was also cashier of the bank which was located here in 1833 and continued in that position until 1865 when the bank ceased to do business. In 1872 Judge Nathan B. Lewis of the Second Judicial Court of Rhode Island, purchased the property and resided here until 1888, when he removed to Wickford and later to West Kingston.

Farther along the Pike was located what was known as Hell's Half Acre. I think there were never more than two houses standing here at any one time, but the reputation of the place was so bad that it was known far and wide as one of the worst places along the whole line of the old turnpike.

East of here in the eastern part of West Greenwich is Hopkins Hill. Here Theophilus Whaley, supposed to be one of the Regicide Judges, who condemned Charles the First and who was obliged to flee from England upon the ascension of Charles the Second to the throne in 1660, lived the later years of his life with his daughter Martha who was married to Joseph Hopkins. Mr. Whaley died here in 1720 at the advanced age of One Hundred and Three Years.

Just before the road leaves West Greenwich was located the celebrated Stage House. It was built by Horatio Blake about the time of the opening of the turnpike. It was a noted place in those times, horses were changed here and a profitable business was done, but after the stages were taken off its business began to decline, the house became notorious and was the resort of the disorderly and disreputable. It was burned about 1870 and was never rebuilt.

About one mile east of the Stage House was Webster's Gate. This gate was operated until the road ceased to be used as a turnpike.

Between here and Providence I will speak of two houses only. The first was situated between Webster's Gate and the village of Crompton, and was known as the Forest House. All I will say about the place is, I never heard any good spoken of it.

At the village of Natick was located another toll gate.

The Groton Arnold Stand was located between this gate and Providence and was a very noted place in former times.

In 1864 the legislature of Rhode Island passed an act permitting the towns through which the road passed to acquire it from its owners, this act was passed because the public were dissatisfied with the condition of the road, the receipts from tolls being insufficient to keep the road in a safe and proper condition.

Thus ended the road as a turnpike, and it is safe to say that at no time did the Old Providence and New London Turnpike meet the expectations of either its owners or the public.

# The Watch Hill Road

PAST AND PRESENT — BUILDINGS AND TENANTS

*By Albert P. Pendleton*

Probably no road in Westerly has been as much discussed as the above mentioned road. The Watch Hill Road proper is a direct thoroughfare between Westerly and Watch Hill and its length from Pawcatuck Bridge to Lighthouse Point is nearly six miles. As originally laid out many years ago it was practically a narrow driftway with many hills and hollows, crooks and turns, ruts and stones. From time to time as the road has been improved many of the hills have been cut down, hollows filled and most of the sharp corners eliminated. One of the greatest improvements was on the hill below the Foster farm. This hill was nearly a solid ledge, but it has been cut down about five feet at its highest point and with a gradual rise from the cemetery makes an easy hill to climb. As the travel on this road increased from year to year the town was called upon to widen and improve it and an entirely new road built of macadam was built. This, when well oiled, made a fairly good road but the great increase in auto travel and carting of a great amount of building material over the road made it necessary to find a more durable mode of construction. At intervals the town had appropriated funds to keep it in repair and many thousands of dollars have been ground up and swallowed in its capacious maw, but the end is not yet.

When the road was first laid out it was marked with rough slabs of granite on flat field stones placed one mile apart, which were called mile stones. From Pawcatuck Bridge the first one was on the east side of the road just below the present residence of Charles Coon. Mile stone number two is near Thompson's Corner. The third was set a short distance below the residence of Fred P. Babcock, while the fourth one was near the junction of the Shore and Watch Hill roads, and the fifth and last was about opposite of where now are Starling's Stables. Of the five markers, number two is the only one standing. In the middle of the last century there were very few habitations on this road. Commencing at the junction of Main and Beach St., which is the southern boundary of Bungtown (so-called) on the left stands the gambrel roofed house which originally was the Benjamin Pendleton house. Afterwards it was owned by Capt. Elias Brown and is now

owned and occupied by Ellery Barber and family. This is one of the very few houses of the gambrel roof type now in Westerly and about the oldest one still standing in the compact part of the town. It is in a very good state of preservation. The high stone chimney still stands in the middle of the house and the wide oak floor boards are apparently as sound as when first laid, nearly a century and a half ago. The old well which was located a little south of the house was famous for its pure and ice cold water and for many years furnished drink for the thirsty. The packets which plied between Westerly, New York and Providence always used to replenish their water casks at this well. In the layout of Main Street, which was sanctioned by the General Assembly in 1789 the boundary line of the east side of the street was through the center of the well. Recently the well has been filled in, the road widened and now pedestrians walk over the grave of what once was a living spring. Nearly opposite was the old Perry homestead, which has since been moved to Elm Street, and its former site is now occupied by a larger and more modern house. The old house was built by Daniel Cottrell about the beginning of the last century and was sold by him to Thomas Perry, Sr. In this house was born to him his children, Charles, Ann, Thomas, Jr., Simeon and Elizabeth, who all lived to a good old age. Charles and Simeon followed the banking business, and Thomas adopted the silversmith trade. To the left, on the brow of the hill, was the old barn which was a land mark for many years. To the right, a little below, are three houses. The first two, which are close together, were built by Samuel Larkin about 1854. They are now owned by and occupied respectively by Herbert W. Lamphear and Mrs. William A. Martin. A few rods below is the house in which Capt. Silas Fitch lived for many years, and which was afterwards owned and occupied by Benjamin P. York. Close by, to the south, is the house known as the brick basement house. It was built by Warren Fraser, who about 1830 kept the grocery, which was afterwards conducted by Capt. Elias T. Brown, Capt. William C. Pendleton and the writer. Away off to the east, on the brow of the hill, was the old home of Arnold Kenyon. This was occupied by his daughter, Esther Myers, her sisters, Sally and Nancy and her daughter Esther. After the death of her mother and aunts, Esther lived there alone as a recluse. One night in December, 1898, the house was totally destroyed by fire and the lonely occupant perished in the flames. A short distance below the brick basement house are two houses, which were owned by Benjamin Covey and Capt. Isaac P. Gavitt. Following on further, you come to Goat-Rock-Hill, which took its name from an immense boulder called the Goat-Rock, lying in a field to the right. A few years ago it was broken up to make the foundation for a house. Just below on the left was a small house in which lived Peter Stephenson, ship carpenter. He was formerly a southern slave, but escaped and came north. The house modernized and enlarged is the home of Park Commissioner Charles F. Coon. Across the way is where Charles Lee Pendleton, blacksmith, dwelt. Quite a stretch below is the Foster farmhouse, formerly occupied by Warren Frazer, William C. Brownell, and later by Ethan

Foster. Away to the east, in a high elevation, is the High House, so-called. It is said that on account of its high elevation, it was used in the last war with England as a look-out to discover the approach of the hostile fleet. A few rods north is a very old house (the Wells House) which is untenanted and fast falling to decay. At the foot of the hill is a cluster of three houses built about sixty years ago by Ansel Bourne, who was noted for losing his identity, Rev. John Taylor, many years pastor of the Broad Street Christian Church, and Halsey P. Green, who at that time was the principal painter in town. These houses are now owned and occupied by Frank Burdick, Benedict Crandall and Frank Larkin. There was a stretch of half a mile before you came to the house of Mrs. Caroline Sisson. This house has been for many years occupied by Charles P. Gardiner and wife. A few rods in the rear is the old Albert Sisson house. A little below, and on the river bank, lived Capt. Joshua Thompson, Sr., who followed the occupation of fisherman. Quite a family was raised in the old house, which has been replaced by a new one. For the last few years it has had several owners and tenants, among whom was the late Edwin Thompson. At present it is owned by the Marist Fathers of Boston.

Below, across the cove, which makes into the road, is Champlin's wharf, which has been a bone of contention for many years. Beyond and around the corner, is the double house where lived Col. Jedediah Knight, Justice of the Peace, and Capt. J. Burrell Thompson, farmer and fisherman. The little house under the hill on the west side of the road, near Mastuxet, is the next habitation. It was near this historic brook that the first white child was born in Westerly. His parents, John and Mary Babcock, from parental opposition, eloped from Newport in the latter part of the 17th century, and in a small boat, rowed and sailed by the dreaded Point Judith, along the coast until they came to the mouth of the Pawcatuck River. Following up the stream they entered Mastuxet Cove and came ashore as supposed, at the mouth of the brook. They built a rude habitation therabouts and there was born to them a son, which was named James. From that day to the present time the land in that section has remained in the Babcock family.

Passing along up the hill and around the corner, back a little from the road, was the farmhouse of Capt. Daniel Babcock, father of Emery, Ezra, Joseph and Oliver, who were sturdy fishermen. Frederick C., son of Ezra, as farmer, lives there. In the next hollow, where Jefferson's Cove makes up to the road, and opposite No-Bottom Pond, the water had free access from the cove at the west, to the small pond at the east, and the road was spanned by a rude bridge, which was called Jefferson's Bridge. Many years ago this space was, with much difficulty (on account of its soft bottom) filled in and a solid road bed established.

A short distance east, is No-Bottom Pond, so called on account of its greath depth in spots. At the top of the hill lived Paul Babcock, farmer. This farm is owned by Tristram D. Babcock, who tore down the old house and replaced it with an up-to-date residence. After leaving the above place, we soon come to Lotteryville (now Avondale).

As this hamlet has been very thoroughly dealt with in a paper recently read before the Society by Mrs. James O. Babcock, we will pass on. Here at the turn in the road stands the farmhouse, which for many years was the home of John and Palmer Chapman, who were very thrifty farmers. At present it is owned by Court P. Chapman. From here on, until you reach the old farmhouse, which at that time was on the outskirts of Watch Hill, there was only one house, and that is the one now occupied by H. Clinton Lanphear. A short distance below the Watch Hill farmhouse was the little schoolhouse (now obsolete) while a little to the right was the residence of Capt. Albert Crandall. Continuing on for half a mile, the driftway brings us to Lighthouse Point, which is the end of the road. The first lighthouse was a round wooden tower with shingled covering. Built in 1808, it stood for nearly fifty years, but the gradual wearing away of the point by the action of the waves, made it necessary to construct one further back, and in 1855 the present granite house was put up. A wall of massive granite was built around the point, which effectively kept the sea at bay. The heavy granite blocks were transported there by Capt. Jason P. West from Millstone Point in his scow Jason.

The first light keeper was Jonathan Nash, who was followed by Enoch Vose, Gilbert Pendleton, Daniel Babcock, Ethan Pendleton, Nelson Brown, Daniel F. Larkin, Jared S. Crandall, Mrs. Crandall, Joseph Fowler and Julius Young. The only life saving apparatus was an old whale boat, which was manned by a volunteer crew when the occasion demanded its use. This volunteer crew was of great aid in saving life from the Steamer Metis, which was wrecked off Watch Hill, August 29, 1872. Two boats put out in the stormy waters and succeeded in rescuing thirty-three persons. The names of the brave men who composed the crews were as follows: Frank Larkin, Jared Crandall, Byron Green, Daniel Larkin, Albert Crandall, Edwin Nash, John D. Harvey, Eugene Nash, Courtland Gavitt and William Nash. The following February Congress passed a resolution authorizing the President to have made and presented to each of the above named persons, a gold medal, in appreciation of their heroic efforts in saving life. Watch Hill in the early days consisted of a small cluster of houses, and was noted for its cool breezes, and its excellent fish and lobster dinners, the said dinners being had for the small sum of twenty-five cents. The principal occupations of the inhabitants was that of fishing and boat building. The Watch Hill House was the only public hotel on the Hill in the early fifties and was kept by George M. Nash, who was as good-natured as he was fat. It was a quiet resort and was patronized mostly by middle-aged people, who wished to enjoy a few weeks away from the bustle and drive of the city. The people within a radius of a few miles went there when they wished a good dinner served in a homelike manner. The old house has been moved across the road and in its place has been built a large and up-to-date hotel. Mr. Nash sold the old house to Mrs. Burger, who sold it to Chapman & Campbell. Later landlords were Hale & Wallace and Col. Dick. In 1869 Daniel F. Larkin retired as light keeper and built the Larkin house, which



at that time was the largest hotel at the Hill. Mr. Larkin conducted it practically all his life. A few years ago it was torn down, and its site is now occupied by cottages. In 1856 Dickens & Taylor, who had conducted a small boarding house, had constructed for them a hotel, west of the Watch Hill House, and named it Atlantic House. A few years later it was purchased by Orrin S. Spencer, who, with his son-in-law, operated it for many years. At present it is owned by the heirs of Walter Price, who built the Columbia House, near the bay shore. Several years after George Nash had retired, he again embarked in the hotel trade, and put up the Ocean House. After a brief period he gave it up and sold to Edward Brewer of Springfield, Mass., who let it to Champlin & Stone, and afterwards, to J. Frank Champlin. In 1866, A. S. Plympton of Hartford, Conn., built the Plympton House and ran it for a few years. Since he gave it up, it has had numerous landlords and proprietors. Away over near the bay shore, is Misquamicut Inn, which is the William Potter farm house greatly enlarged. This is a very popular house and is managed by J. Herbert Segar. There were hardly a dozen houses on the Hill in the early fifties. Albert Crandall lived in the outskirts of the hamlet. He was noted for his good wines and cider, and his fat porkers, and was generally high hook at ten pins. When he moved to Westerly he sold his place to Ex-Governor Julius Catlin of Hartford, who was about the first cottager on the Hill. Capt. Nathan Fitch lived down near the bay shore. Harvey Dickens dwelt in a long, low house, near where now is the Plympton. Nathan and Winston Nash lived nearby. These, with Joseph, Jonathan, Nathan and Winslow York, constituted about all the population. Compare this with the Watch Hill of today, with its large hotels, hundreds of cottages (many as large as small hotels) stores of all kinds and various places of amusements. Joseph Nash accommodated a few bathers in small houses on the beach, which would look lost alongside the plant conducted by the Larkins. About the only public mode of reaching Watch Hill was by water. A few sail boats ran from Westerly. These were Fanny Golden, Capt. Abe Coop; North Star, Capt. Almon Owen; Mohigan, Capt. George Wilcox and a few others, including Capt. Ned Clark in the Washington. The small steamboats, which ran from Westerly to Norwich, called morning and evening. These boats were the Novelty, Martha Jane, John R. Vinton, Water Lily, Tiger Lily and Liberty. Later the Belle was put on the route. At times smaller boats steamed up and down the river. After the Westerly and Watch Hill Ferry Co. was incorporated, a larger class of boats were put in use. With the advent of the trolley, the boat business was killed. In the summer time there were a few trips made by Oliver Buddington, with his omnibus, and by Dennison Wills, with his stage; but these vehicles were not to be depended upon. In 1894, a company was formed for the purpose of building and operating an electric railway to Watch Hill. The incorporators were Samuel H. Cross, Nathan F. Dixon, William Hoxsey, Charles Perrin of Westerly, Solomon Lucas, E. P. Shaw of Norwich and E. P. Shaw, Jr., of Newburyport, Mass. Under the name of the Pawcatuck Valley Street Railway Co., they petitioned the Town Coun-

cil for a franchise. After much backing and filling and some junket trips over the road, given the Council by the promoters, a franchise was granted May 12. A power house was built on Margin Street and a car barn on Beach Street. Work was immediately begun on the roadbed and on July 4, the first car with passengers was run to the Hill. On board were the Town Council, road officials and many invited guests. At the Hill, through the courtesy of H. L. Pierce, president of the construction company, a collation was served at Larkin's shore dinner house.

There were two turnouts on the road, one at the Foster farm and one at Avondale, and trips were made under a forty-minute headway. The rolling stock consisted of four open cars, one closed car and one passenger and baggage car combined. They were small, single-truck cars and had a habit of jumping the track quite often. Later more cars of the same variety were obtained and finally the Yellow Peril made its appearance. At first the service was not very satisfactory, trips being missed or delayed. As the franchise called for only six months' service each year, transportation in cold weather was abandoned. In 1908 a branch of the road was constructed from Mastuxet to Pleasant View, and in 1912 extended to Weekapaug. Recently the Shore Line Electric Railway Co. took over all the trolley roads in this section. This company rebuilt the Watch Hill branch and put up-to-date cars on the road. A regular schedule is maintained and good connections made to the four points of the compass. When the trolley first started, the fare on the river steamboats was twenty-five cents for the round trip between Westerly and Watch Hill, as against twenty cents on the trolley. In order to compete, the boat people advertised their fare at twenty cents and no dust. A few days later on coming up the river, the boat ran aground and detained the passengers quite a while. The next day the road officials advertised the fare twenty cents with no detention and no mud.

In the early days there were not many walls and fences on the road, and between farms a gate was placed across the road to keep a farmer's cattle from encroaching on his neighbor. The first gate (although beyond my recollection) was on the brow of the hill below the Foster farm house. The next was at the top of the hill beyond Thompson's corner, while the third was a few feet below Mastuxet Brook. Next in order was one at Lotteryville, as you turn east for Watch Hill. From there on there were gates which divided the farms of William Chapman, Benjamin Thurston and Samuel Vose. All told, there were perhaps eight gates. They were quite an impediment to travel, although the neighboring children would rush to the gate at the sight of the approaching team to open and close the gate for the few pennies given them by the driver. As pennies in those days were of the copper variety (nearly as large as our present half dollars) no doubt the children thought they had a bonanza. It is said that even the older members of the family were not averse to picking up the pennies. From time to time as the road was fenced and walled, the gates were taken out, and

in the early sixties the last one (which was at the top of the hill beyond Thompson's Corners) disappeared.

On the west side of the road, one and one-half miles from Pawcatuck Bridge, lies River Bend cemetery. It was the custom in olden times to bury the dead in the corner of some field, although some families had a yard for burial near their residences. Often these yards were ill kept and many times were overrun with weeds and briars, and cattle would break down fences and trample the graves. In the early part of 1852 a few of the leading citizens got together and obtained from the General Assembly a charter for a cemetery. A tract of land of about fifteen acres was purchased from Capt. Joshua Thompson, Sr. It was surveyed and plotted by Schubarth & Hayes, civil engineers of Providence, and was dedicated December 22, 1852. The clergy of the town consisting of Reverends John Taylor, A. S. Whitman, A. B. Burdick, Thomas Vail and O. Huse assisted in the ceremonies. At first it was called Elm Grove, on account of the many elm trees in it, but afterwards the name was changed to River Bend, as that was thought more appropriate to its location. As the needs of the cemetery increased, more land was added, and at present it is triple its original size. With its many large and handsome monuments, noble trees and well kept grounds, it compares favorably with any cemetery. Reverend John Taylor was the first superintendent and held the office for many years. His successors were Joshua Thompson, Jr., Tyler Lanphear, Joseph Pendleton, George Gavitt and Elihu Chesebro. At first nearly every lot was surrounded with a hedge of arborvitae. These in a few years became a disfigurement and a nuisance, and were taken out, which change, greatly added to the beauty of the place. The first burial there was that of Mrs. Nathan Newberry. It was intended to bury her in the Gavitt ground between East Avenue and the Post Road. This grave was dug, but as it filled with water over night, it was decided to use the cemetery.

With the liberal appropriation of \$65,000, recently made by the Town, and with \$35,000 more, which will no doubt be needed and asked for to complete the job, let us hope that with the road complete and in good order, the ghost will be laid and peace, good will and harmony will forever exist between the north and south. For several years the necessities of the Watch Hill Road have been perhaps, the greatest problem the townspeople have had to solve.

# Rise and Progress of Friends in Westerly and Vicinity

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*Read Before the Westerly Historical Society, May 13, 1915*

*By Mrs. E. B. Foster*

The Colony of Rhode Island differed from all the other colonies, in being settled so largely by Quakers. In 1637, a party of Quakers having been banished, on account of their belief, from Massachusetts, fled to Providence, and, through the advice of Roger Williams, purchased the Island of Aquidnic, (now Rhode Island), from the Indians. Here, they were joined by Quakers from other colonies, and by some from England, until, in 1656, Quakerism was an expanding force in the Colony of Rhode Island.

For thirty-six terms, the office of Governor was held by Quakers, and the legislature was largely dominated by them.

In 1700, and for many years after, the Quakers formed half of the population of Newport. David Buffum says: "The influence of these people has been, and, I believe, continues to be an enlightening and ennobling thing, in the history of Rhode Island."

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On Tower Hill, in the Town of South Kingston, early in the 18th century, stood a meeting house overtopping the surrounding country and commanding a wide prospect of land and water. Close by were the graves of previous generations. From highways and lanes, and across the fields, came the Friends to this meeting house, on the first day of the week to worship. Although this was called the "Old Meeting House," it was the second one built on Tower Hill. The first one was attacked and destroyed by the Indians in 1675, and many of the inmates, including women and children, were killed. It is said, the destruction of this house was the actual incitement to the Great Swamp Fight, which as you know, practically exterminated the Indians and put an end to King Philip's War.

In 1743, the date at which this account begins, Friends gathered from South Kingston, Charlestown, Westerly, Hopkinton and Richmond to establish what was to be known as South Kingston Monthly Meeting.

The Meeting was organized. Peter Davis of Westerly was chosen Clerk, or, as the records have it, "to write for the Meeting," Thomas Rodman was chosen Treasurer, and the Meeting entered upon the difficult task of fixing its boundaries.

Owing to the unsettled state of the country, the whole of it being claimed by rival governments, it took these sober and orderly Friends seventeen years to decide what was their proper jurisdiction. It was not until 1760 that it was settled, and a committee reported that the bounds of South Kingston Monthly Meeting would "begin at Bissil's Mills on the North, (now Hamilton Mills, near Wickford), thence to the highway that leads westward to the house where Robert Eldrish formerly lived, thence by said highway to the cross highway by Nicholas Gardiner's, thence a straight line to Boon's house upon Black Plane, thence to the highway in Narrow Lane, by James Reynolds, and by said highway to the Colony Line." Practically, this included all of Washington County and what is now North Stonington. Almost the first business which came before the Meeting was the building of a meeting house in the lower part of Westerly. A committee was appointed to decide on the size and cost of the building. After due deliberation, they recommended a "House of 18 feet, one way, and 26 feet, another, and about 9 or 10 feet stud, and about £200 money will accomplish said house." A few months later, Peter Davis, his sons, William and Peter Davis, Jr., were appointed to "see to the carrying on of said building." This house was erected on the north side of the Post Road near Dunn's Corners, on a spot now called the "Quaker Burial Place." After the completion of this house, South Kingston Monthly Meeting was held alternately at Westerly and Tower Hill. Some of the members of this meeting were Peter Davis, John Collins, Peter Davis, Jr., Stephen Richmond, John Robinson, Cyrus Richmond, John Hoxie, Lot Trip, John Park and James Scribbons. The most notable minister in this meeting was Peter Davis. He was born in England in 1680, a tailor by trade, and the maxim, "Honesty is the best policy," has been attributed to him. He was educated a Presbyterian, but accepted the faith of Friends in early life. What year he came to this country is not known, but it is certain he was living in Westerly in 1710. Here, he became a religious leader.

He traveled through New England, New York, the Jerseys, Maryland, then to Philadelphia, addressing the meetings of Friends. From Philadelphia he sailed for England, France and England being at war, he was taken prisoner, but was soon released. That he was well received, and his services were appreciated, is shown by certificates which were given him by Friends at the several places where he labored.

He died in 1776, in the 96th year of his age, and was buried in Friends Burying Ground on the Post Road.

Peter Davis was succeeded in the ministry by his son, Peter Davis, a most pious man, with a happy disposition. He had the power to make all about him cheerful and hopeful. His addresses were always short and forcible and to the point. "His aim was honest, pure and practical, and he was good as he was quaint. He lived to be One Hundred and One years old. He was buried in Friends Burying Ground at Hopkinton."

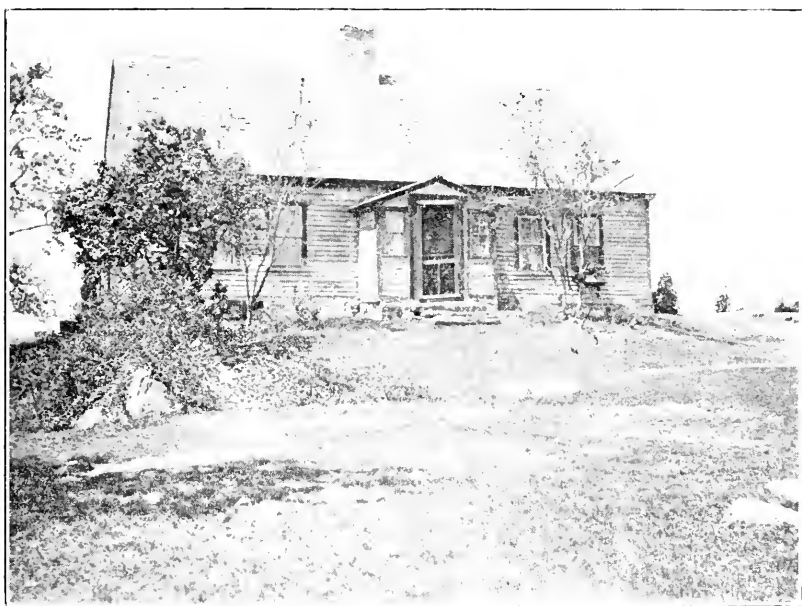


FRIENDS BURYING GROUND

The same year that the Westerly Meeting House was built, (1743), a committee was appointed to make plans for erecting a house for worship in what is now Hopkinton, then Westerly. The house was placed about one mile West of Hopkinton City in what is now the Friends Burying Ground. To this meeting house went the several families of Collins, Wilburs, and Kenyons. First among the ministers who attended this meeting was John Collins. He was born in Charlestown in 1716, but lived in North Stonington at the time of this account. He often accompanied Peter Davis on his travels, preaching much against the practice of slavery. For many years he sat at the head of New England Yearly Meetings. Thomas Wilbur and Amos Collins were both valuable members of the meeting.

Early in 1800, John Wilbur became prominent in this meeting. He was born on Diamond Hill in the Town of Hopkinton in 1774. In

1793 he married Lydia Collins, daughter of Amos Collins of North Stonington. When a young man he was successfully engaged in teaching. He was also employed as a surveyor, and was often called upon to write wills, arbitrate cases, etc. He was active in the ministry which led him to travel extensively, not only in this country, but in England and Ireland. He crossed the ocean in 1831 and again in 1853. His journals and correspondence, also other of his writings show that he was ardently attached to the principles of the Society of Friends, and his life was one of incessant labor in upholding them. Quoting from "Westerly and Its Witnesses," "The good and faithful John Wilbur, honored by all who knew him, died May 1st, 1856, and was buried in the Friends graveyard in Hopkinton."



DR. WILBUR HOUSE

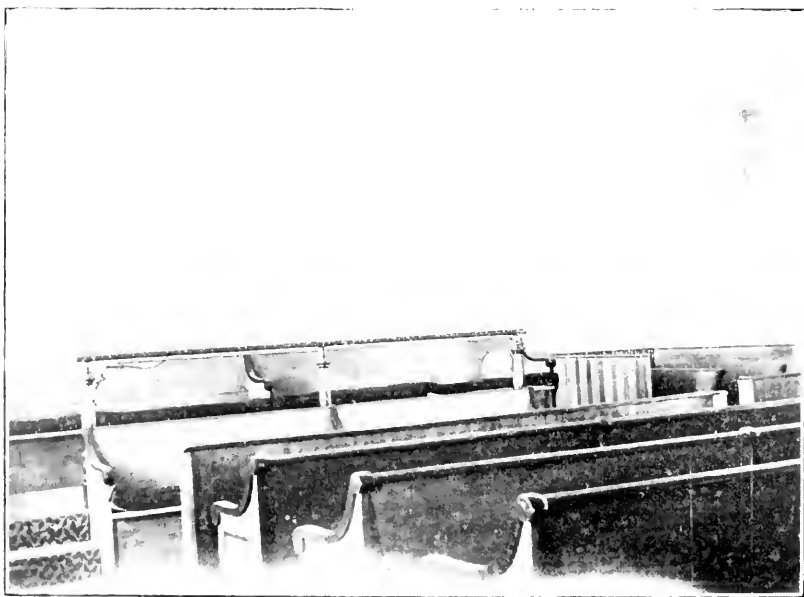
In 1832 the old meeting house at Hopkinton was taken down and another house was built on the opposite side of the road, and a little east of the site of the old one. This meeting house is still standing. No meetings have been held there since 1896.

In 1753, South Kingston Monthly Meeting was again called upon to build another meeting house; this one to be situated in the Town of Richmond, on the highway which leads from John Knowls to Mumford Mills."

The land for this building was deeded to the Meeting by John Knowls. The dimensions were of the usual size, 32x24 feet, and of a "convenient height for a Galarie." The highway still exists, and driv-



FRIENDS MEETING HOUSE  
(outside view)



FRIENDS MEETING HOUSE  
(inside view)



ing Westward from Kingston Station on the right, lies a little knoll, bare and deserted, except for some moss covered stones which mark the resting places of the dead. In the days when Friends held meetings here, it was a busy center. In this meeting house, much business of importance was transacted. Here the first protest against slavery was made, and here some of the influential members were brought to account for delinquencies.

The Hoxies, Stephen and Solomon, whose farms surrounded this meeting house, were both men of mark and influence in the society. Stephen Hoxie succeeded Peter Davis as Clerk of South Kingston Monthly Meeting, and held that position for twenty-seven years. John Foster who married the daughter of Stephen Hoxie, lived in Richmond. In 1796 he moved to North Stonington. This meeting like the Westerly Meeting, declined during the period of the Revolution. After lingering some years, it became extinct.

After discontinuence of the meeting on the Post Road, Friends living in the vicinity of Westerly, attended the Hopkinton Meeting. Among them was the family of Thomas Perry, and later, the families of Charles Perry and Ethan Foster.

A meeting was again established in Westerly in 1854, and was held at the home of Charles Perry, in the house occupied by the present Charles Perry. The meeting continued to be held there until the Meeting House on Elm Street was built in 1879, where meetings are now held on the First and Fourth days of the week.

South Kingston Monthly Meeting, Providence Quarterly Meeting and New England Yearly Meeting are held at this place.

My paper would hardly be complete, without giving you some account of the principles which this society maintained and the high ideals for which they stood. Caroline Hazard says, "It was a spiritual service which these Friends rendered to mankind, and it was the doctrine of the indwelling spirit which gave these men their power." In this respect, as well as others, the Quakers were far in advance of their time. Their doctrine of the divine light and truth dwelling in each soul was thought, even by Roger Williams, to be a blasphemous assumption.

Friends believed the practice of holding slaves to be wrong, and long before Rhode Island passed its abolition law, they were clear in this respect.

The society stood for temperance, not only in the use of intoxicants, but in speech and general conduct.

It stood for education. Books were subscribed for and schools established. It stood for equal rights for men and women in the transaction of their business. Many a minute closes, "The women's meeting being in unity therein." So, the women had training in independent thought and action and were thoroughly competent to take care of their own meeting.

The society exercised a great care over its members, not only in a spiritual way, but in the daily affairs of life, and where reproof was administered it was generally received with such a sweet spirit and so much humility, that it proved they were truly repentant.

Socially, the Quakers were a genial, hospitable people, loving the good things of life, while still realizing its duties and obligations. The organization of the society, consisting of preparative meetings, monthly meetings, quarterly meetings and a yearly meeting, was a small government in itself. The preparative meeting taking cases to the monthly meeting, and they in turn, referring them to the quarterly meeting, and if not settled there, they were carried to the yearly meeting, which was the highest authority. This government fostered independence of thought and action for it rested upon the consent of the governed.

Caroline Hazard says, in her book entitled, "Narragansett Friends' Meetings," "These meetings had an important share in preparing the country for self-government. The man second only to Washington himself, belonged to the Greenwich Meeting. Who can doubt that the training in administration, as well as in the high principles and true courage, stood Nathaniel Greene in good stead in his eventful career?"

"It was a high ideal that those just men set before themselves, and an ideal which led to practical results in ways they could not approve. The same freedom they taught their sons, the same liberty they claimed for themselves, led to the throwing off of British rule and through the 'war and carnal fightings,' they so deeply deplored, to that larger liberty in which a new experiment in civilization could begin."



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